

March 29, 2019

To: All Bidders

From: Kate Bailey
Director of Procurement

Re: ADDENDUM NO. 2
19-015.1 – Pier 122S Pile Repairs

This Addendum No. 2 is issued to:

1. Provide revised language to the Instructions to Bidders and the General Conditions for Construction Contracts (attached to this Addendum).
2. Delete specification section 03 63 10, item 1.4C. Also see Q24 below.
3. Provide a hydrographic survey. This survey will indicate that in most cases the North A-pile side is shallower, and the South L-pile side is deeper. (attached to this Addendum) See Q17 below.
4. Provide Photos related to Q38 below (attached to this Addendum)
5. Provide PhilaPort's Diverse Vendor List:
<http://www.philaport.com/diversity/>
6. Clarify that use of Diverse Vendors (HUBs) are not limited to the list provided.
7. Respond to the following questions received:

Q1: Section 03 63 10 Pile Cleaning and Jacketing, 3.2 Cleaning says cleaning can be accomplished by water jetting. Is a pressure washer considered a water jetting process? If so, are there specifics to the minimum/maximum strength of psi that can be used?

A1: For initial cleaning, a pressure washer will be acceptable if it achieves the specified results without damage to sound concrete. Selection of proper equipment is the Contractor's responsibility. For final cleaning requirements, refer to specification paragraph 3.5.B

Q2: Can PhilaPort please provide a current approved DBE vendors/companies list?

A2: Please see the link which is posted in this Addendum 2, #2 above. Also see Addendum 2, #3.

Q3: Prevailing wage rates do not capture Local Union Divers hourly rates/fringes, will this be updated?

A3: Prevailing wage rates for Divers fall into the Dock builders/Pile drivers category on the wage rates sheet.

Q4: Is the ship unloading operation conducted seven (7) days a week or is the unloading operation confined to five (5) days a week, Monday through Friday?

A4: Vessels typically berth Monday through Friday; however, it is possible for a ship to berth on the weekend. There are usually 1-2 vessels per week. Vessels are typically only in the berth for 24 hrs. and off load from 8am to 5pm. Please see addendum 1 for the past years ship schedule.

Q5: When allowing for a maximum of 32 calendar days where construction activity is prohibitive, does this apply to the base bid only?

A5: Please refer to Addendum #1

Q6: Specification Section 01 11 00, Part 1 General, Paragraph 1.3 WORK RESCHEDULING, "Contractor shall allow for a maximum of 32 calendar days where construction activity is prohibitive." In regards to Pier 122 S being an active port and work from atop the pier cannot be performed while ships are unloading, does this preclude work from being conducted beneath the pier from a floating platform?

A6: Work can continue from the waterside on the north berth while a vessel is berthed on the south side and unloading. There will be no access to the topside or south side during vessel operations.

Q7: Work is required to be performed within one hundred and twenty (120) consecutive calendar days, does this requirement apply to the base bid only?

A7: Please refer to Addendum #1. The 300 days covers the Base Bid and both Add Alternates.

Q8: Current specification, Bid Form, Paragraph I., last statement in the Monetary Section: "Work required to be performed within one hundred and twenty (120) consecutive calendar days, counting from the date of notice to proceed," Can the one hundred and twenty (120) consecutive calendar days be increased to *two hundred (200)* consecutive calendar days which would complete the Base Bid, Add-Alternate 1 and Add-Alternate 2?

A8: Refer to A7.

Q9: On the piles with exposed rebar, are we required to remove additional sound concrete to 1” behind the rebar? If so, is there a restriction on using pneumatic chipping hammers?

A9: See spec section 03 63 10 article 3.3.A.2. The intent is not to remove additional sound concrete simply to provide 1” clearance around the rebar, Unsound concrete is to be removed. Sound concrete may remain. Chipping hammers will be acceptable if the size selected does not result in damage to sound concrete or damage to the reinforcing steel.

Q10: In regard to 3.3 Removal of unsound concrete, will chipping hammers or power actuated tools be permitted to remove sound/unsound concrete around the reinforcement bars to expose 1” of clearance for marine epoxy?

A10: See A9.

Q11: Please provide details for the required construction joints in the “Steel Sheet Pile Concrete Encasement” Section 03 30 00, 3.13.1

A11: The contractor shall construct a single 2”x4” keyed construction joint. The key will be vertical and full height of the encasement. The WWF shall be terminated 3” from the joint on both sides. Install #4 dowels at 12” across the joint lapped to WWF on each side of joint.

Q12: Will steel formwork be allowed to be left in place for the Steel Sheet Pile Concrete Encasement?

A12: The contractor is to remove all formwork at the completion of the project. The concrete encasement will be visually inspected, and all blemishes and defects must be repaired at no additional cost to the Owner.

Q13: Under Item #2 “Maintenance of Traffic”, where do the jersey barriers get placed? Section 00 4100

A13: The Contractor is to provide an adequate means of maintenance and protection of traffic at all times. The upriver berth is not used for vessel activity therefore there will be a limited space for laydown area on that side. Only traffic barrels and cones will be necessary.

Q14: Please provide the anticipated ship schedule including pier side durations for reference as to likely ship schedule this year.

A14: Please refer to Addendum #1. Vessels are berthed for approximately 24hrs.

Q15: Please provide any available diving inspection reports.

A15: Inspection reports will not be provided at this time. If the successful bidder has specific concerns, they will be addressed individually.

Q16: What is the existing bottom elevation on the North side of the pier (A-Pile side) from pile row 1 through 89?

A16: Bottom elevation is unknown. The depth is around 5ft at the outshore, 8ft in the middle, and goes to less than 1ft on the inshore.

Q17: On Sheet 8 of 12 Typical Section 2 – 66 and Sheet 9 of 12 Typical Section 67 – 87 the drawings indicate that the water is deeper on the A-Pile side, which is the North side of the pier. Are these approximate mudline elevations depicted correctly?

A17: The detail is incorrect. The hydrographic survey that will be provided will indicate that in most cases the North A-pile side is shallower, and the South L-pile side is deeper.

Q18: On Sheet 8 of 12, Section Pile Row 1, the drawing indicates that the bottom elevation is approximately -5.0. Has this elevation been verified?

A18: The location of the mudline on DWG NO. S-06 is only approximate.

Q19: What is the river bed composition from the sheet pile wall through pile row 5?

A19: The river bottom is mostly river silt except for the inshore area near the steel sheet pile. The as-built drawings called for stone rip-rap up against the steel sheet piling on a 1:1 slope. This rip-rap is covered with a layer of silt. Thickness is unknown.

Q20: Will hot work permits be required if hot work is required during any phase of the construction work?

A20: Not required. Curtain and deck protection will be needed.

Q21: Can work be performed off of the dock/pier, or is a barge required?

A21: No work can be performed off the topside or the south berth during ship operations.

Q22: Will the engineer's diving inspector be on site each work day conducting diving inspections?

A22: The frequency of the field inspections will depend on the speed of the Contractor's work. It is not expected that inspections will be necessary every day. See also A33.

Q23: How long does the contractor have to pump the jackets after the piles are cleaned, and jacketed?

A23: Refer to specification section 03 63 10, item 3.5B.

Q24: There are two warranties detailed on the attached two pages. The 1st is the typical 1 year warranty that is guaranteed by the surety. The second is the “C. Special Warranty” that appears to be a Contractor’s Special Warranty stating that the plie jackets...will be free of defects in material or workmanship for a period of at least 5 years.

Please confirm if the “C. Special Warranty” of 5 years is intended to be an obligation of the contractor, or if the owner intends the Contractor’s Special 5 year Warranty to be an obligation under the surety’s performance or maintenance bond.

A24: Delete specification section 03 63 10, item 1.4C.

Q25: Is there an area outside of the pier's fencing to store materials? If so, can a footprint be provided?

A25: A laydown space for materials will be coordinated during construction. Laydown space on the pier will be very limited.

Q26: Please provide an anticipated ship schedule?

A26: Please see Addendum #1. Schedules can be assumed based off the past years ship schedule

Q27: Please provide a grout quantity and a percentage for overage so all bidders are on an equal playing field.

A27: PhilaPort expects to receive bids from qualified contractors who have experience in this work. PhilaPort will not provide this information. Quantities are the responsibility of the Contractor and there will be no additional payment made for overages.

Q28: On piles with exposed rebar, if the concrete is sound behind the rebar, are we required to remove the concrete 1" behind the rebar?

A28: Refer to A9

Q29: Section 03 63 10 In regard to 3.4 Disposal of Materials, please define what the engineer will require?

A29: All concrete and/or rebar that the Contractor dislodges as part of the pile cleaning, shall be gathered and brought to the surface. This debris must be properly disposed of by the Contractor.

Q30: Is it expected that unsound concrete needs to be captured and disposed of when removed?

A30: See A29.

Q31: 3.5 Construction Methods, C.7.e. Three inches of grout shall be applied by hand. Drawings show that the encasements top elevation is 4.5'. Bottom elevation of seawall is 4.5' as well. With no anticipated space between the encasement and the bottom of the seawall, should the jacket elevation be lowered to accomplish this method?

A31: The top elevation of the encasement includes the epoxy paste required to seal the encasement. Refer to detail D4 on drawing S-08 for more.

Q32: Are the final three inches of grout, marine epoxy grout or marine epoxy paste?

A32: Jackets will be “topped off” with marine epoxy grout to compensate for any settlement of the pumped grout that occurs after pumping and then sealed with marine epoxy paste. See detail D4 on drawing S-08.

Q33: Will the inspection of the initial cleaning of the piles/removal of unsound concrete be tide dependent? Will the inspector need low tide or do they have diving capabilities to not impair progress/schedule?

A33: The inspection team will include divers as needed. Inspection is not expected to be full time. Inspections will include random visits by the Engineer at low tide and also by random visits by a diver. The Contractor is expected to keep the Engineer informed of their progress and the Engineer will visit as necessary. As long as the Contractor is diligent in keeping the Engineer informed, it is not expected that inspection will impair the Contractors progress. Language in the specifications to the contrary notwithstanding, if Contractor provides the Engineer timely notice that piles are ready for inspection, required inspections may be waived by the Engineer if it is not possible to complete the inspection without impact to Contractor’s schedule.

Q34: On bent #1 there is timber clamping and cribbing. Is this material allowed to be removed and disposed of to complete repairs to the alternate sheet wall repair?

A34: This removal and disposal will be allowed, and the cost is to be included in the Add Alternate fee.

Q35: Can you please provide the installed sheet piling information and dimensions?

A35: Existing sheets are BZ IV N sections, as rolled by Belval Luxemburg. This is an older section that is no longer rolled.

Q36: Will professional services such as: project or construction management; construction inspection services “all disciplines”; project commissioning; safety officer; war LEED AP services.

A36: The question is not complete, but it is possible that you are asking for what professional services the Contractor is responsible for supplying as part of their cost. There are requirements for field testing of concrete and grout. Refer to the submittal register as part of specification section 01 33 00.

Q37: Please distribute the inspection report for the pier & piles.

A37: Please refer to A15

Q38: Please distribute any photos available of the concrete piles & steel sheet piles under the pier.

A38: Photos are attached in the addendum

Q39: Please provide any available details or shop drawing on the pile dimensions and rebar.

A39: Refer to drawing S-09 for both. As-builts will be provided to the successful bidder.

Q40: Please extend the bid date so we may have the time to review the above documents and any other answers.

A40: The bid date will remain Tuesday, April 2, 2019 at 2:00 P.M.

All other terms and conditions remain unchanged.

Bidders shall acknowledge receipt of this addendum by immediately faxing a copy of the completed acknowledgment to Kate Bailey at 215-426-6800 or email procurement@philaport.com

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 2
Pier 122S Pile Repairs
Project 19-015.1

Date _____

By _____

Company _____

Telephone _____

Fax _____

Email _____



Philadelphia Regional Port Authority
3460 North Delaware Ave. 2nd Floor
Philadelphia, PA 19134

**REVISED LANGUAGE TO THE INSTRUCTIONS TO
BIDDERS AND THE GENERAL CONDITIONS FOR
CONSTRUCTION CONTRACTS**



Philadelphia Regional Port Authority
3460 North Delaware Ave. 2nd Floor
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PHOTOS